Draft Environmental Assessment

Neenah-Menasha Fire Rescue - Station 36
Menasha, Calumet County, Wisconsin
Project EMW-2009-FC-01344

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ACRONYMS

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
ASHRAE	American Society of Heating, Refrigeration and Air-Conditioning Engineers
BMP	Best Management Practice
BRRTS	Bureau for Remediation and Redevelopment Tracking System
CAA	Clean Air Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CWA	Clean Water Act
dB	decibel
EA	Environmental Assessment
EIS	Environmental Impact Statement
EMS	Emergency Medical Service
EO	Executive Order
ESA	Endangered Species Act
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
HSG	hydrologic soil group
ICC	International Code Council
MbA	Manawa silt loam
NAAQS	National Ambient Air Quality Standards
NCA	Noise Control Act
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NMFR	Neenah-Menasha Fire Rescue
NO2	nitrogen dioxide
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory

O3 ozone
OSHA Occupational Safety and Health Administration

Pb lead
PM10 particulate matter less than 10 microns
psf pounds per square foot

RCRA Resource Conservation and Recovery Act

SHPO State Historic Preservation Office
SHWIMS Solid and Hazardous Waste Information Management System
SO2 sulfur dioxide
SWDV Surface Water Data Viewer

THPO Tribal Historic Preservation Office

USACE U.S. Army Corps of Engineers
USDA U.S. Department of Agriculture
USFWS U.S. Fish and Wildlife Service
USGS U.S. Geologic Survey

VOC volatile organic compound

WDNR Wisconsin Department of Natural Resources
WPDES Wisconsin Pollutant Discharge Elimination System

SECTION ONE: BACKGROUND

1.1 PROJECT AUTHORITY

The Federal Emergency Management Agency (FEMA)/Department of Homeland Security (DHS) has awarded the Neenah-Menasha Fire Rescue (NMFR) a $1,208,522 American Reinvestment and Recovery Act Assistance to Firefighters Station Construction Grant. The grant award number is EMW-2009-FC-01344R. The purpose of this grant award is to improve fire departments capability through the construction of new facilities.

In accordance with the National Environmental Policy Act of 1969, the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500 through 1508), and FEMA regulations of NEPA compliance (44 CFR Part 10), FEMA must fully understand and consider the environmental consequences of actions proposed for federal funding. The purpose of this Environmental Assessment (EA) is to meet FEMA's responsibilities under NEPA and to determine whether to prepare a Finding of No Significant Impact (FONSI) or a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the proposed project.

1.2 PROJECT LOCATION

The City of Menasha, Wisconsin is an urban/suburban community located in Winnebago and Calumet counties on the north shore of Lake Winnebago. The proposed site is located in the City of Menasha, Calumet County, Wisconsin at Lat: 88°24'8.128"W and Long: 44°13'7.825"N also described as in the NW1/4 of the SW1/4 of Sec.7, T20NR17E at the intersection of Manitowoc Road and Province Terrace. The proposed site is listed as 1108 Province Terrace, parcel #7-00015-03 and is a 63,665 square foot (1.46 acres) vacant, undeveloped lot.

1.3 PURPOSE AND NEED

Purpose

The purpose of this project is to address the deficiencies of the Neenah-Menasha Fire Rescue (NMFR) Station #36 and improve emergency response times in order to meet NFPA 1710, Chapter 4 standards. The current station site is located in the City of Menasha at the intersection of Appleton Road and Airport Road. Facility deficiencies include structural problems as well as antiquated mechanical system in need of repair. In addition, the station is poorly located in relation to the City of Menasha's growth area. The location issue results in poor emergency response times. This project proposes to relocate the station to a more suitable location to improve response times and address the current facilities structural and mechanical shortcomings.

Need

NMFR is a career department consisting of 68 members, including 63 on line and 5 administrative staff located in Winnebago and Calumet counties in the State of Wisconsin. Personnel are split between four stations that serve the two Cities of Neenah and Menasha with a combined population of approximately 43,000. The department was established in January 2003 when consolidation of Neenah and Menasha fire departments occurred. Prior to that, each department functioned as a separate entity operating as individual career departments under an Automatic Aid agreement. NMFR provides EMS services at the level of First Responder, Fire, and Rescue and is part of the Wisconsin Task Force Special Operation Team for District 3. In Winnebago County, NMFR provides Ice and Water Rescue for the north part of the county appointed by the Sheriff's department. NMFR responds to approximately 2,200 to 2,300 calls per year operating under a priority dispatch system.

There are two significant issues with Station #36:

- the facility has extensive structural and repair issues, including lack of Americans With Disabilities Act (ADA) accessibility compliance;
- the location is poorly situated in relation to the city's growth area and has prevented NMFR from obtaining NFPA 1710, Chapter 4 emergency response times.

Built in 1963, Station 36 presents a range of facility and location problems. In 2002, a study was completed by an outside agency, Bray Associates Architects, Inc., to review all of the City of Menasha buildings. The facilities assessment reported that Station 36 is in need of many critical repairs and upgrades. Please see Section 1.4 Existing Facility for a description of facility repair needs.

In recent years the City of Menasha has expanded through annexation into Calumet County, an area which now makes up 29% of the property under the City of Menasha's jurisdiction. These annexations have created a major imbalance in emergency service response times; in the Calumet County portion of the city, these response times are in excess of 13 minutes with an average of just over 9 minutes. Records show that non-emergency response times average 14 minutes or about 64% more time than emergency responses. The current location of Station 36 has placed the city in an uneasy position and unable to obtain NFPA 1710, Chapter 4 standards for a career department in the area of response times. Relocation of station 36 to the proposed site will shorten response time dramatically to an estimated 4.5 minutes emergency and 7 minutes for non-emergency. Relocation will not jeopardize response time beyond NFPA standards to the area from which the station would relocate.

1.4 EXISTING FACILITY

Station # 36 is located at 901 Airport Road within Menasha. The facility was built in 1963. The structure has a number of limiting factors related to not only location, but the

structure itself, which are currently diminishing the effectiveness of services provided from Station #36.

The City of Menasha Facilities Assessment reported that the station is not ADA compliant, as required for a public building. There is evidence of outside exterior wall movement in the apparatus area. The stairway that provides a second means of egress from the basement has a history of leaking water into the basement with records and staining showing close to ½ foot of water. Flooding occurs anytime there is a heavy rain. Areas of the apparatus room are heavily soiled in diesel soot creating a health hazard concern. Exterior walls are concrete block with no additional insulation, which is substandard for Wisconsin winters. The roof requires replacement and has been patched multiple times to control water leaks. Current plumbing fixtures do not meet the Water Conservation Standards. The station only has one shower, one locker room, one main bathroom and one half bathrooms. Our department has both male and female line firefighters, current practices restrict locating our female firefighter to that station due to lack of facilities. A new energy efficient hot water heater is recommended. The current furnace is 46+ years old; the American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE) lists a life expectancy of air-cooled condensing units and gas fired duct furnaces as 15 years for its useful life. The furnace is an old cast iron model that requires refractory tiles to be periodically replaced; it is unknown if this has ever occurred. The ducts and water lines are wrapped in asbestos. It's recommended that the ventilators in the apparatus room be converted from gravity to power vents. The gas fired make-up air units in the apparatus room presently operate from room thermostats. When units are off, no make-up air is circulated in, regardless of carbon monoxide levels (this occurs for at least six months out of the year). No GFCI receptacles are located anywhere in the building. The kitchen, bathrooms, apparatus room, and basement are in need of these.

SECTION TWO: ALTERNATIVE ANALYSIS

NMFR and the City of Menasha considered three primary alternatives to address issues relating to Fire Station 36:

- Alternative 1: No Action Alternative
- Alternative 2: Construction of New Fire Station (Proposed)
- Alternative 3: Repair of Existing Facility

2.1 ALTERNATIVE 1: NO ACTION

Under the no action alternative, the NMFR would continue to operate from the existing Fire Station 36 location. There would be no environmental impacts associated with the no action alternative; however, the facility needs and related emergency response time deficiencies would not be addressed. It is probable that response times would further decline as the City of Menasha continues growth to the east.

2.2 ALTERNATIVE 2: PROPOSED ACTION - CONSTRUCTION OF NEW FIRE STATION

With station condition and response time issues, relocation and construction of a new station have been identified as the preferred alternative. Under this alternative, the existing fire station property and building would be offered for sale. The property would be sold and utilized for a commercial or related use that complies with the C-1 General Commercial zoning district.

The proposed site is located in the City of Menasha, Calumet County, Wisconsin at Lat: 88°24'8.128"W and Long: 44°13'7.825"N also described as in the NW1/4 of the SW1/4 of Sec.7, T20NR17E at the intersection of Manitowoc Road and Province Terrace. The proposed site is listed as 1108 Province Terrace, parcel #7-00015-03 and is a 63,665 square foot (1.46 acres) vacant, undeveloped lot zoned C-1 General Commercial. This zoning classification permits public buildings upon approval of a site plan by the Plan Commission. The Plan Commission approved the site plan for Station 36 in October 2005.

The City of Menasha acquired the project site and surrounding land in 2003 in order to create a commercial business and office park and to extend Province Terrace. In addition to existing ownership, the site was selected because the location is on a major thoroughfare providing easy access both north/south and east/west. This location is situated in eastern Menasha in the annexed area but not too easterly to create response time issues to the west. The location also is suitable for possible mutual aid agreement with the bordering Town of Harrison as well as automatic aid with the City of Appleton.

The proposed fire station would be considered an "outlying" station and is modest in size and structure. The station is to house four career firefighters 24/7, with one front line apparatus (Engine 36), a shift inspector's car, and a public education van. The total

square footage of the project is 7,908 and will be built to International Code Council (ICC) standards. The apparatus room will be 4,100 sq. ft. and the living area will be 3,808 sq. ft. The building footprint will have dimensions of approximately 82' x 106' (please see Appendix A for detailed site plan). Designs call for two drive through bay apparatus room, full living quarters to include kitchen, dining room, day room, captain's office, exercise room, sleeping rooms for both genders, locker rooms and bathrooms for both genders, mechanical room, storage room, washroom (laundry and decontamination room), and a separate turn out gear room. A 45 KW back-up generator will be provided in support of the standard electrical system. The building will have a sprinkler system in accordance with NFPA 1, Chapter 13 and a smoke/carbon monoxide detection system. The existing vehicle extrication system will be removed from the current station and reused at the new facility to meet NFPA 1500, Chapter 9 standards.

The plans also call for a separate 24' x 26' detached outbuilding to be used for storage and supplies. This outbuilding will provide an area to house training aids, special operations supplies, and miscellaneous items.

Anticipated land disturbance activities and approximate quantities are as follows:

- Sanitary sewer lateral extension 31' long, 10' deep, 3'wide
- Water service extension 60' long, 6.5'deep, 3'wide
- Removal/stockpiling of topsoil for building footprint and parking areas 22,270 sq. ft. 1'deep
- Removal/stockpiling of topsoil for storm water management facilities 5,000 sq. ft. 1' deep*
- Excavation for building footings/foundations 370'long, 5'deep, 4'wide
- Installation of silt fence 770 linear feet
- Backfill/finish grading 41,400 sq. ft. 1'deep
- Seeding/landscape installation 41,400 sq. ft.
- Parking lot paving 14,400 sq. ft.

Public utilities and streets to the proposed site were all installed with the completion of the Southfield West subdivision, including sanitary sewer, stormwater system, water, electricity, and gas. Sanitary sewer laterals and water extension on the property are described above. No further development of public streets or right of way is required for the project, as Province Terrace and Manitowoc Road are fully installed. Sidewalks are not included on these streets.
Storm water will be managed both on site and as part of a regional storm water management facility for the Southfield West subdivision and adjacent lands.

The total cost of the project will be $1,324,522, which includes wage requirements set forth by the State of Wisconsin under the Prevailing Wage Rate Determination Form and the Davis-Bacon Act.

2.3 ALTERNATIVE 3: ALTERNATIVE ACTION - REPAIR OF EXISTING FACILITY

Repair of existing Station #36 was considered as an alternative action. The 2002 City of Menasha Facilities Assessment reported significant deficiencies in the existing building located at the intersection of Appleton Road and Airport in the City of Menasha, Wisconsin (see Sec 1.4 Existing Facility for full description). The following basic repair items were identified:

Architectural

- Provide ADA compliant restroom and locker room facilities.
- Repair areas of wall movement in apparatus room.
- Correct leaking at the southeast stairway.
- Improve energy efficiency of exterior walls.
- Replace roof.

Plumbing

- Install ADA compliant toilet, shower, and related plumbing fixtures in bathroom and locker facilities.
- No repairs required unless expansion or major renovation were planned. Updates would then be required for sanitary sewer, water service, storm sewer system, plumbing fixtures, hot water systems, and great separator for kitchen.

HVAC Systems

- Convert gravity ventilators to power exhaust.
- Install carbon monoxide sensing system to make-up air units.
- If major components fail on 46 year old existing furnace or condensing unit, replace system with four single zone high efficiency gas fired furnaces with air cooled condensing units.

Electrical

- Change standard receptacles to GFI in apparatus area, bathrooms, kitchen, locker room, and basement.
- Install additional receptacles in dayroom and kitchen areas.
- Relocated existing electrical panels to accommodate clearance requirements in the NEC Sec. 110-26.

The Facilities Assessment estimated these repairs to cost approximately $246,000 (2002 dollars). Repair of the existing facility would address basic building needs; however, this alternative would not provide for separate facilities for both genders and also would not resolve the significant emergency response time deficiencies due to the location of the facility.

In addition, in 2006 the city's Sanitarian conducted an inspection of the facility to identify asbestos materials. The following is an inventory of asbestos containing materials confirmed by the Wisconsin Occupational Health Laboratory based on samples taken from the site. This inventory does not include materials which could be contained within walls or in other areas which were not clearly visible at the time of inspection:

- window and seal caulks (exterior) – all windows;
- floor tile / mastic throughout – all 9"x9" floor tile;
- all hard pack pipe fittings throughout, consisting of approximately 40 fittings primarily in the basement with possible additional fittings in walls and chases leading to bathrooms.

Bid proposals were received for abatement from two licensed Asbestos Abatement Contractors in 2006 as follows:

- Aeroloc Environmental $4,175.00
- Advanced Environmental $4,120.00

These prices are estimated to be approximately 10% higher if re-bid. Lab reports and quotes are on file at the City of Menasha Health Department.

2.4 ALTERNATIVES CONSIDERED AND ELIMINATED FROM FURTHER CONSIDERATION

Due to a planned future relocation, the city's Public Works Facility was considered as an alternative location for a new fire station. Relocation of either of the city's two fire stations was considered. The Public Works Facility property is located at 455 Baldwin Street. Advantages of the site included the following:

- Property already owned by the city;
- Located in a commercial corridor;
- Potential for multiple uses on site (e.g. city storage facilities);
- Multiple access points including a main thoroughfare.

Disadvantages of the site included:

- If station #36 were relocated, it would be in too close proximity to station #35;
- If station #35 were relocated, the need for renovation of station #36 would remain;
- Borderline response times for the eastern portion of the city where primary growth is expected.
- Relocation of station #35 would create service issues in the northwest portion of the city.
- The location would prevent the city from exploring additional regional cooperation agreements with surrounding communities and limit the city's ability to seek automatic aid agreements with neighbors since the site is not situated to benefit other communities.

Due to the significance of the disadvantages listed above, the Baldwin Street location was eliminated from further consideration.

SECTION THREE: AFFECTED ENVIRONMENT AND CONSEQUENCES

3.1 PHYSICAL ENVIRONMENT

3.1.1 Geology, Seismicity, and Soils

The proposed project is located in the City of Menasha, Calumet County in an urbanized, mixed-use neighborhood consisting of both commercial and residential uses.

Geology

The subject site is located in the Eastern Ridges and Lowlands physiographic province within the State of Wisconsin. This region is characterized by flat to gently rolling terrain underlain by bedrock layers that are easterly sloping. A prominent geologic feature is the Niagara Escarpment, which is located about nine miles southeast of the site.[1] According to the 2006 *Stormwater Management Plan for South Field West Subdivision and Natures Way Street Construction*, the National Geodetic Vertical Datum (NGVD) elevation of the site is 764'.

Seismicity

The 2008 US Geological Survey National Seismic Hazard Maps shows Probabilistic Ground Motion Acceleration (PGA) for this area as in the lowest hazard category with a 2 percent chance of horizontal shaking exceeding 0-4 g, with g being the acceleration of a falling object due to gravity. The maximum spectral acceleration values are .071g and .034g for periods of .2 and 1 second, respectively.

Soils

Soils in proximity to the subject site are derived from glacial till and consist of loamy and clayey soils. According to the Natural Resource Conservation Service (NRCS) National Cooperative Soil Survey, the soil within the subject site consists of Manawa silt loam (MbA). MbA is characterized by 0 to 3 percent slopes, making it nearly level and gently sloping. It is somewhat poorly drained. Typically the surface layer is very dark brown silt loan about 7 inches thick, with subsoil about 15 inches thick. The upper part of the subsoil is brown, mottled, friable silty clay loam, and the lower part is a reddish brown, mottled, firm clay. The substratum to a depth of 60 inches is reddish brown, mottled, firm silty clay.

The primary limitations for building sites in areas served by sanitary sewers are wetness, moderate shrink swell potential and low strength. These characteristics can be overcome with proper site grading, drainage and foundation design. Substantial areas of commercial and residential development within the City of Menasha are built on these soils.

[1] Martin, Lawrence. (1965). *The physical geography of Wisconsin*. Madison, WI: University of Wisconsin Press.

The *Subsurface Exploration and Foundation Evaluation for the Proposed Fire Station 36*, prepared by Midwest Engineering Services, Inc., establishes a design parameter of 4000 psf and states that it is anticipated that continuous perimeter wall footings can be used for support of the proposed structure, provided that they are supported on suitable natural soil or on properly placed and compacted structural fill.

Relationship to Farmland Preservation Policy Act

The Farmland Preservation Policy Act (FPPA) (P.L. 97-98, Sec. 1539-1549; 7U.S.C. 4201, et seq.), which states that federal agencies must minimize the extent to which federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses," was considered in this EA. On February 22, 2010, Jesse Turk of the NRCS office in Stevens Point, WI was contacted to determine whether the FPPA applies to this project. On February 25, 2010, Mr. Turk replied that the proposed site is within the Urbanized Area boundary of the 2000 Census, and is therefore not subject to FPPA requirements (see Appendix C).

The subject site and adjoining parcels were made part of the Southfield West subdivision plat in 2007, and have been marketed as commercial and residential lots since that time. The Future Land Use Map in the City of Menasha Comprehensive Plan, adopted in 2008, calls for commercial use of the proposed site and it is presently zoned for that use. The small size of the site at 1.463 acres precludes its use for production agriculture.

Discussion of Alternatives

Alternative 1. If the no action alternative is taken, no construction activities will occur there will be no impact to geology, seismicity, or soils.

Alternative 2. There are no known or anticipated effects on the area's geology, seismicity, or soils related to any of the project alternatives. Soil disturbance will result from construction of the proposed alternative, however, erosion control practices will be employed during project construction and the site will be stabilized by vegetative cover upon completion of construction. There is no anticipated impact on agricultural production since no crops have been produced for at least six year on sites. There are no prospects for the site to return to agricultural production since the property and other lands in proximity were converted to commercial use platted in 2007.

Midwest Engineering Services, Inc prepared a report entitled *Subsurface Exploration and Foundation Evaluation for the Proposed Fire Station 36* in August of 2005 The geotechnical exploration consisted of advancing five test bores to a depth of 25 feet and subsequent field and laboratory examination of the test samples. The report recommends standards and practices to be employed in the design and construction of the proposed building and parking areas.

Per Comm.1613, the section of the Wisconsin Administrative Code governing earthquake loads, references these USGS design parameters for commercial building design. The

Subsurface Exploration and Foundation Evaluation for the Proposed Fire Station 36, prepared by Midwest Engineering Services, Inc., states that the seismic design of the structure can be based on Site Class D as defined in the 2000 International Building Code, and adopted by the State of Wisconsin. These seismic design criteria will be applied by the project architect to the building plans and specifications, and will be submitted to the Wisconsin Department of Commerce Buildings and Grounds Section for plan review and approval.

Soils will be excavated to a depth of approximately five feet for the building footings and foundation walls and topsoil will be stripped from portions of the site occupied by the building footprint and parking. Excavated soils will be stored on-site during construction. Upon completion of final grading, excess soil material, if any, will be hauled for reuse at other upland sites, or be disposed in a Wisconsin Department of Natural Resources approved site.

Alternative 3. Repair of the existing facility will have no impact to the existing fire station and the proposed site will not be immediately impacted. However since it is a viable development site, the proposed site will be marketed and ultimately developed into a commercial use. In the long term, the impacts on geology, seismicity and soils at the site would be affected in a similar manner whether the proposed project or an alternative commercial development of the site takes place.

3.1.2 Water Resources and Water Quality

The Clean Water Act (CWA), as amended in 1977, established the basic framework for regulating discharges of pollutants into waters of the United States. The project area was reviewed for impacts to storm water runoff, aquifers, drinking water resources, and water quality. The site was visited on March 3, 2010; there are no surface waters present on or located adjacent to the site.

Storm Water Runoff

In 2007, Gremmer and Associates, Inc. prepared a *Stormwater Management Plan for Southfield West Subdivision and Natures Way Street Construction – City of Menasha, WI.* The entire 1.463 acre parcel where the proposed Fire Station 36 is to be located is to drain southerly into a stormwater management pond located in the southwest corner of the Southfield West subdivision. The pond is designed to achieve an 80 percent reduction in total suspended solids prior to being discharged into the storm water drainage system that ultimately empties into Lake Winnebago, approximately 3,650 feet to the south.

Aquifers

According to US Geological Survey *Professional Paper 1405-B*, the subject site is underlain by the Cambrian – Ordovician aquifer system, which consists of predominantly sandstone aquifers separated by poorly permeable confining units. Within this system is the St-Peter-Prairie du Chein – Jordan Aquifer, which is a regionally significant source of

municipal water supply. The depth to bedrock at the property is greater than 100 feet based upon a 1973 map prepared by the Wisconsin Geologic and Natural History Survey and US Geological Survey.

Drinking Water Resources

The source of drinking water for that portion of the City of Menasha lying within Calumet County, including the subject site, is Lake Winnebago. The water is supplied via an inter-municipal agreement between the City of Appleton and the Waverly Sanitary District. Raw water is drawn from Lake Winnebago and is pumped to the Appleton Water Treatment Plant. Treated water is conveyed through Appleton's distribution system where interconnections are ultimately made with the Waverly Sanitary District's distribution system. It is not expected that this project will have any impact on drinking water resources.

Water Quality

This project will have minimal impact on water quality. There are no surface waters or wetlands on or adjacent to the subject site. Erosion control practices will be employed throughout the construction phase of the project to minimize soil erosion and sediment delivery. The site drains to an engineered storm water management pond that is designed to achieve a standard of 80 percent removal of suspended sediment.

The proposed site ultimately drains to Lake Winnebago. Lake Winnebago is an EPA Section 303(d) listed Impaired Water. The impairments include sediment, dissolved oxygen, FCA (PCB's), FCA (mercury), and eutrophication.

Alternative 1. Under the no action alternative there will be no construction activities, and therefore no impacts to water quality or water resources.

Alternative 2. There will be no groundwater withdrawal associated with the project, and there will be no discharge to groundwater resources, other than from precipitation falling on vegetated portions of the site, and any subsequent infiltration into the groundwater.

There are no anticipated hydraulic or hydrologic impacts associated with the proposed project. The proposed site is not within or adjacent to any mapped floodplain. Surface waters draining from the property will enter a storm sewer conveyance system that discharges into a storm water management pond. This pond ultimately drains into Lake Winnebago through storm sewer and open drainage systems. There is sufficient capacity in these systems to accommodate runoff from the developed property. The city's stormwater management system is authorized by Wisconsin Pollutant Discharge Elimination System, Municipal Separate Storm Sewer System General Permit No. WI-S050075-1. With Lake Winnebago is listed as a 303(d) impaired water, all stormwater management facilities serving this area meet NR151 performance standards and WPDES MS4 Permit requirements.

This property is subject to state and local construction site erosion control and storm water management requirements. Both an Erosion Control Permit and a Stormwater Management Permit from the City of Menasha are required for the project. Construction site erosion control measures will utilize best management practices (BMPs) to include the installation of stone tracking pads, erection of silt fences, maintenance of vegetated buffers and/or silt fencing around soil stockpiles, storm sewer inlet protection, and site stabilization with vegetation upon completion of construction.

Storm water will be managed both on site, and as part of a regional storm water management facility for the Southfield West subdivision and adjacent lands. The standards to be achieved through application of these requirements are a minimum 80 percent reduction of the sediment load carried in runoff.

Since there are no surface waters on or in proximity to the site, there are no water quality permits or certifications required for the project.

Alternative 3. Repair of the existing facility will have no impact on water quality or water resources since no ground disturbance would occur. Please see Alternative 1 for further discussion.

3.1.3 Floodplain Management

The City Menasha participates in the National Flood Insurance Program (NFIP). The proposed site is not located within or adjacent to the 100-year or 500-year floodplain as indicated in the *Flood Insurance Study: Calumet County, Wisconsin and Incorporated Areas,* February 4, 2009, Flood Insurance Study Number 55015CV000A. This document states that no special flood hazard areas are identified for the City of Menasha portion of Calumet County, Community Number 550510. The FIRM Map Index Map #55015CIND0A for Calumet County, WI dated February 4, 2009 identify the area as located on Panel 55015C0026E, for which no panel was printed and no special flood hazard areas were identified (see Appendix C). Floodplain consultation was conducted on January 28, 2010 by the preparer of this EA (Amy Kester, Associate Planner) who is a designated Floodplain Administrator for the City of Menasha.

Alternative 1. The existing facility is not located within or adjacent to an identified floodplain, therefore the no action alternative would not have an impact floodplains.

Alternative 2. The proposed project site is not located within or adjacent to an identified floodplain and there are no special flood plain hazards identified in the City of Menasha portion of Calumet County; therefore, construction of a new facility would have no impact on a regulated floodplain.

Alternative 3. The existing facility and proposed site are not located within or adjacent to a floodplain, therefore renovation of the existing facility would have no impact on a regulated floodplain.

3.1.4 Air Quality

The Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment; the CCA established two types of national air quality standards; primary standards which set limits to protect public health, including the health of 'sensitive' populations such as asthmatics, children, and the elderly; secondary standards which set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation and buildings. Current criteria pollutants are: Carbon Monoxide (CO), Nitrogen Dioxide (NO_2), Ozone (O_3), Lead (Pb), articulate Matter (PM_{10}), and Sulfur Dioxide (SO_2).

According to the EPA, Calumet County is in attainment for all six criteria pollutants, meaning that criteria air pollutants do not exceed the NAAQS. No permits related to air quality would be required for any of the alternatives discussed herein.

Alternative 1. Under the no action alternative, there would be no impacts to air quality because no construction would occur. Potential carbon monoxide problems with the existing HVAC system would remain unaddressed.

Alternative 2. The proposed alternative would create short-term impacts to air quality during construction of the new facility. To reduce impacts, contractors would be required to wet down construction areas as needed to mitigate dust. Emissions from fuel-burning engines (e.g., heavy equipment and earthmoving machinery) could also temporarily increase the levels of some of the criteria pollutants, such as CO, NO2, O3, PM10, and non-criteria pollutants such as volatile organic compounds (VOCs). To mitigate these emissions, fuel-burning equipment run times would be kept to a minimum and equipment would be properly maintained.

Alternative 3. Repair of the existing facility would create impacts to air quality during renovation due to the removal of asbestos materials and construction activities. In 2006, the city's Sanitarian conducted an inspection of the facility to identify asbestos materials. The following is an inventory of asbestos containing materials confirmed by the Wisconsin Occupational Health Laboratory based on samples taken from the site. This inventory does not include materials which could be contained within walls or in other areas which were not clearly visible at the time of inspection:

- window and seal caulks (exterior) – all windows;
- floor tile / mastic throughout – all 9"x9" floor tile;
- all hard pack pipe fittings throughout, consisting of approximately 40 fittings primarily in the basement with possible additional fittings in walls and chases leading to bathrooms.

The City of Menasha handles solid and hazardous wastes in a manner that is consistent with all state and federal laws. Asbestos would be abated through contracting with a licensed abatement contractor.

To reduce short term impacts due to construction activities, contractors would be required to wet down construction areas as needed to mitigate dust. Emissions from fuel-burning engines could also temporarily increase the levels of some of the criteria pollutants, such as CO, NO2, O3, PM10, and non-criteria pollutants such as volatile organic compounds (VOCs). To mitigate these emissions, fuel-burning equipment run times would be kept to a minimum and equipment would be properly maintained.

3.1.5 Coastal Zone Management

The boundaries of Wisconsin's coastal zone that are subject to the Wisconsin Coastal Management Program extend to the state boundary on the waterward side and, on the inland side, include the 15 counties with frontage on Lake Superior, Lake Michigan, or Green Bay. Calumet County is not subject to coastal zone management.

3.1.6 Coastal Barriers Resources

The boundaries of Wisconsin's coastal zone that are subject to the Wisconsin Coastal Management Program extend to the state boundary on the waterward side and, on the inland side, include the 15 counties with frontage on Lake Superior, Lake Michigan, or Green Bay. Calumet County is not subject to coastal zone management.

3.2 BIOLOGICAL ENVIRONMENT

3.2.1 Terrestrial and Aquatic Environment

The project location is an urbanized, mixed-use area consisting of commercial and residential uses within the municipal boundaries of the City of Menasha. The parcel is grassy, vacant, and undeveloped land with one private and two municipal stormwater retention ponds in the vicinity. The two municipal stormwater ponds are planted with native vegetation, creating suitable habitat for wildlife. The project area supports wildlife common to urbanized land, including song birds, water fowl, reptiles, amphibians, and small mammals. Prior to urbanization, it is likely that the land was at one time utilized as farmland. Because the site and surrounding land has been developed, the area would be considered to have limited value for plant and wildlife species. The WDNR Aquatic and Terrestrial Resource Inventory online mapping was reviewed for significant habitats or dominant/significant species, of which none were identified. Please see Appendix C for supporting documentation for this section.

Alternative 1. Under the no action alternative, there would be no impacts to any terrestrial or aquatic environments. The existing fire station and properties surrounding it are fully developed and consist of commercial and residential properties.

Alternative 2. Construction of a new fire station would have minimal impacts to area terrestrial or aquatic environments. Approximately 41,400 square feet of the site's existing vegetation and topsoil would be disturbed. No endangered resources would be

impacted, but some plants would be removed and some animals would be temporarily displaced. The site's new landscaping will include a rain garden to supplement stormwater management on site, trees, shrubs, and native plantings to provide habitat for wildlife.

Alternative 3. Repairing the existing facility would result in no impacts to the terrestrial or aquatic environments. The existing fire station and properties surrounding it are fully developed and consist of commercial and residential properties.

3.2.2 Wetlands

Executive Order (EO) 11990, Protection of Wetlands, requires federal agencies to take action to minimize the loss of wetlands. The NEPA compliance process requires federal agencies to consider direct and indirect impacts to wetlands, which may result from federally funded actions. The USACE regulates the discharge of dredged or filled material into waters of the U.S., including wetlands, pursuant to Section 404 of the CWA. Wetlands in Wisconsin are also protected by the WDNR.

According to the Wisconsin Wetland Inventory maps, no wetlands or surface waters have been identified on-site or adjacent to it. The nearest mapped wetland areas are approximately 800 feet south of the proposed project site and 550 feet to the north. Please see Appendix C for supporting documentation for this section.

Alternative 1. Under the no action alternative, no impacts to waters of the U.S., including wetlands, would occur.

Alternative 2. With the proposed action alternative, no impacts to waters of the U.S., including wetlands, would occur because none are present on or adjacent to the proposed project site. All mapped wetlands are outside of the area to be disturbed by grading or filling and would not be directly or indirectly impacted by construction. During construction, the use of BMPs would minimize erosion at the site and mitigate potential impacts. Appropriate BMPs would be required at the construction site, including, but not limited to the installation of stone tracking pads, erection of silt fences, maintenance of vegetated buffers and/or silt fencing around soil stockpiles, storm sewer inlet protection, and site stabilization with revegetation of bare soils upon completion of construction. Post-construction, the developed parcel will drain southerly into a stormwater management pond located in the southwest corner of the Southfield West subdivision. The pond is designed to achieve an 80 percent reduction in total suspended solids prior to being discharged into the storm water drainage system that ultimately empties into Lake Winnebago, approximately 3,650 feet to the south.

Alternative 3. Renovation of the existing building would have no impact to waters of the U.S. including wetlands since none are located on or adjacent to the site. The majority of repairs involve interior work, except for roof replacement. Appropriate BMPs would be required as needed.

3.2.3 Threatened and Endangered Species

In accordance with Section 7 of the Endangered Species Act (ESA) of 1973, the project area was evaluated for the potential occurrences of federally listed threatened and endangered species. The ESA requires any federal agency that funds, authorizes or carries out an action to ensure that their action is not likely to jeopardize the continued existence of any endangered or threatened species (including plant species) or result in the destruction of adverse modification of designated critical habitats.

The proposed project site is a vacant, undeveloped parcel surrounded by commercial and residential structures. FEMA conducted a review of the potential impacts to federally listed endangered, threatened, and candidate species. According to the U.S. Fish and Wildlife technical assistance website, the following federally listed species are known to occur in Calumet County: Whooping Crane *(Grus Americana)*: Non-essential Experimental Population. In a memo dated April 2, 2010, FEMA determined that based on the site description and project activity, the Proposed Action and the Menasha site will have "no effect" on the listed species, its habitat, or proposed or designated critical habitat. Please see Appendix C for supporting documentation for this section.

Alternative 1. Under the no action alternative, no impacts to threatened and endangered species would occur.

Alternative 2. The existing site is an undeveloped parcel with primarily grassy vegetation. Approximately 41,400 square feet of the project site would be disturbed for construction of the new fire station, including building, paving, and stormwater management. Since there are no significant habitats or endangered/threatened species in the project area, no short or long term impacts to threatened or endangered species would occur due to construction of a new fire station.

Alternative 3. Repairing the existing station would not result in any impacts to threatened or endangered species.

3.3 HAZARDOUS MATERIALS

To identify potential hazardous materials sites in the vicinity of the project area, environmental databases were reviewed in March 2010. The state databases were accessed through the WDNR Contaminated Lands Environmental Action Network (CLEAN) (WDNR CLEAN, 2010). The state databases reviewed included the WDNR Bureau for Remediation and Redevelopment Tracking System (BRRTS) database; the WDNR RR Sites Map; the WDNR Solid and Hazardous Waste Information Management System (SHWIMS); the WDNR listing of Superfund sites in Wisconsin; and the WDNR Historic Registry of Waste Disposal Sites, The databases were queried to identify sites of concern at or adjacent to the proposed project site.

Alternative 1. Under the no action alternative, no impacts relating to hazardous materials or waste would occur.

Alternative 2. The existing site and adjacent properties have no history or record of hazardous materials. No impacts relating to hazardous materials or waste would occur.

The WIDNR BRRTS and RR Sites Map reported two closed LUST sites in the extended project vicinity, one at 982 Oneida Street and one at 1837 Jenny Street.

The WIDNR SHWIMS database reported the operation of very small hazardous waste generators in the extended project vicinity: Schmalz Inc, approximately 3,000 feet to the southeast at W7150 HWY 10/114 and Knorr Auto Body, approximately 3,300 feet to the southwest at 1292 Manitowoc Road.

The WDNR listing of Superfund sites in Wisconsin reported no sites in the City of Menasha.

The WDNR Historic Registry of Waste Disposal Sites lists the Waverly Beach Marina at Firelane 1, approximately 3,850 feet to the south along Lake Winnebago. This site is reported as having been utilized for waste disposal prior to 1978. The DNR assessed the site on 10/10/2007 and has been archived as the assessment results did not verify the existence of waste disposal on the site.

Any hazardous materials encountered during the project would be removed and disposed of in accordance with federal, state, and local requirements.

Alternative 3. Repairing the existing station would create hazardous materials and waste impacts. Waste building materials would include outdated HVAC equipment (boilers, condensers, and controllers), electrical components, roofing and insulation materials, and similar items. Hazardous waste would include asbestos materials.

In 2006, the city's Sanitarian conducted an inspection of the facility to identify asbestos materials. The following is an inventory of asbestos containing materials confirmed by the Wisconsin Occupational Health Laboratory based on samples taken from the site. This inventory does not include materials which could be contained within walls or in other areas which were not clearly visible at the time of inspection:

- window and seal caulks (exterior) – all windows;
- floor tile / mastic throughout – all 9"x9" floor tile;
- all hard pack pipe fittings throughout, consisting of approximately 40 fittings primarily in the basement with possible additional fittings in walls and chases leading to bathrooms.

Asbestos would be handled in a manner consistent with all state and federal laws and would be abated through contracting with a licensed abatement contractor.

The City of Menasha handles all solid and hazardous wastes in a manner that is consistent with all state and federal laws and seeks to reuse and recycle whenever

possible. All post consumer glass, plastic, metal and aluminum containers as well as all paper, cardboard and chip board would be recycled through the city's curbside collection program. Components that contain potentially hazardous or valuable materials such as light bulbs, ballasts, batteries, electronic equipment, etc. would be recycled with a licensed vendor. All remaining wastes would be either recycled or disposed of through the city's recycling and solid waste programs. All hazardous wastes that would be generated such as heavy metals or asbestos would be abated through contracting with a licensed abatement contractor.

3.4 SOCIOECONOMICS

3.4.1 Zoning and Land Use

Land use is locally regulated by the City of Menasha zoning ordinance and the City of Menasha Year 2030 Comprehensive Plan. The city requires that all new development undergo the site plan review process and receive approval from the Plan Commission and/or the Common Council in the case of a special use. Proposed land uses must comply with ordinance regulations and new zoning classifications must be consistent with the future land use map authorized in the Comprehensive Plan. Please see Appendix C for supporting documentation for this section.

Alternative 1. The existing station site is located at the intersection of Appleton Road (a principal arterial) and Airport Road (a collector street). This property is zoned R-1 Single Family Residential and is part of the Appleton Road commercial corridor. A church is located across Airport Road to the north and the site is immediately adjacent to R-1 Single Family residential properties to the south-east. The proposed site would temporarily remain undeveloped; however, it will eventually develop as a commercial property due to its zoning classification and position within a growth area of the city. There would be no changes or impacts to zoning or land use with the no action alternative.

Alternative 2. The proposed project site is located in the NW1/4 of the SW1/4 of Sec.7, T20NR17E in the City of Menasha in Calumet County, Wisconsin. The property is situated at the intersection Manitowoc Road, a collector street, and Province Terrace. Zoning and land uses within this area are a mix of commercial and residential uses. Province Terrace is comprised of commercial zoning and land uses to the north and residential zoning and land uses to the south. Manitowoc Road to the east and west is a mix of commercial and residential zoning.

The proposed site is a vacant, undeveloped parcel zoned C-1 General Commercial. This zoning classification permits public buildings upon approval of a site plan by the Plan Commission. The Plan Commission approved the site plan for Station 36 in October 2005. As preparer of this environmental assessment, the City of Menasha Community Development Department verifies that the project is consistent with current zoning. The C-1 zoning is also consistent with the future land use map adopted within the City of Menasha Year 2030 Comprehensive Plan. The project requires State of Wisconsin

Department of Commerce building plan approval and a Building Permit from the City of Menasha prior to construction. There would be no impacts to zoning or land use with the proposed project.

Alternative 3. There would be no changes or impacts to zoning or land use with the alternative of repairing the existing station. The existing site would remain the same and the proposed project site would eventually develop as a commercial property if not utilized for emergency city services. Please see Appendix B for supporting documentation for this section.

3.4.2 Visual Resources

The impact of the proposed project to visual resources was considered as part of this Environmental Assessment. Within this context, visual resources include the character of the existing landscape, local visual sensitivities including human preferences and values regarding what is seen, scenic integrity, and the landscape visibility of a geographically defined viewshed.

Alternative 1. Under the no action alternative, no impacts to visual resources are anticipated.

Alternative 2. The proposed site is an undeveloped, vacant, grassy corner lot in an urbanized and developed area of the city. The character of the neighborhood is urban/suburban and mixed-use. There are no significant natural, landscape, or aesthetic elements on or adjacent to the proposed site. The property is surrounded by a mix of commercial and residential uses along with some undeveloped lots. Across Manitowoc Road to the north are commercial uses and directly NE is a parcel utilized by the city for a stormwater retention pond but otherwise undeveloped. Province Terrace continues to the north with commercial properties. To the west of the site are additional commercial properties and Oneida Street, which is a principal arterial supporting a mix of commercial uses on the east and residential uses on the west. To the east and south of the site, some commercial and larger residential subdivisions exist. There are a total of three vacant parcels in proximity to the site along Province Terrace, all of which are zoned for commercial use. Please see Appendix E for supporting documentation for this section. The proposed building aesthetically fits into the mixed use neighborhood and would serve well as a visual and functional transition from commercial to residential uses.

Alternative 3. Under the no action alternative, no impacts to visual resources are anticipated. The only exterior change to the existing facility would be replacement of the roof.

3.4.3 Noise

Noise defined herein as undesirable sound, is federally regulated by the Noise Control Act of 1972 (NCA); although the NCA gives the EPA authority to prepare guidelines for acceptable ambient noise levels, it only charges those federal agencies that operate noise-

producing facilities or equipment to implement noise standards. The EPA document, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA, 1974) provides a basis for setting noise standards. The document identifies a 24-hour exposure level of 70 dB as the level of environmental noise that will prevent any measurable hearing loss over a lifetime. Also, levels of 55 dB outdoors and 45 dB indoors are identified as preventing activity interference and annoyance. These levels are considered those which will permit spoken conversation and other activities such as sleeping, working and recreation. The levels are not single event, or "peak" levels, but rather, they represent averages over long periods of time. An occasional higher noise level would be consistent with a 24-hour average of 70 dB, as long as a sufficient amount of relative quiet is experienced.

The City of Menasha exempts operation of emergency equipment and city vehicles engaged in public business from its “loud and unnecessary noise” prohibitions.

Alternative 1. With the no action alternative, noise levels at the current site would be maintained. The current site is located at the intersection of Appleton Road (a principal arterial) and Airport Road (a collector street). This location is a commercial corridor and is immediately adjacent to residential properties to the south-east. Please see Alternative 2 for a discussion of noise levels produced by emergency sirens and daily operational noises.

Alternative 2. The proposed project site is located at the intersection of Manitowoc Road, a collector street, and Province Terrace. This location is a mixed use, urbanized area of the city located in close proximity to a commercial corridor along Oneida Street which is a two lane primary arterial. Province Terrace is comprised of commercial uses to the north and residential zoning uses to the south. Manitowoc Road to the east and west are a mix of commercial and residential use. The nearest residential zone is approximately 20 feet to the southeast of the proposed project site.

Temporary short term increases in noise levels would be anticipated during construction. To reduce noise levels during that period, construction activities would be restricted to normal business hours. Equipment and machinery utilized at the site would meet all local, state, and federal noise regulations.

Long term noise impacts related to daily and emergency operation of the fire station are not anticipated. The highest noise output at the new station would be comparable to that at that existing station. The federal Q2B siren is located on the emergency apparatus which produces 123 decibels at 10 feet. The sound level of a typical sound outdoors falls off in level at 6 dB per doubling of distance. The Q2B siren would produce the following outputs:

123 dB at 10’
117 dB at 20’
111 dB at 40’
105 dB at 80’

99 dB at 160'
93 dB at 320
87 dB at 640
81 dB at 1280
75 dB at 2560
69 dB at 5120

This level of output for Station 36 is produced during approximately 298 emergency calls per year based on the average for the last four years. Over the long term, vehicle traffic would increase at the proposed project site, primarily when personnel are training or responding to emergency events. The increased traffic and sirens would increase the noise level, but these increases would be very short in duration and would occur infrequently. It is anticipated that these noise peaks would not exceed the EPA's recommended 24-hour exposure levels.

Alternative 3. Repair of the existing station would maintain current operational and emergency noise levels. In addition, temporary, minimal impacts to noise would be anticipated during the construction and repair period. To reduce noise levels during that period, construction activities would be restricted to normal business hours. Equipment and machinery utilized at the site would meet all local, State, and Federal noise regulations. Over the long term, no significant change to noise levels would be anticipated.

3.4.4 Public Services and Utilities

Public services provided by the City of Menasha include police, fire and rescue, library, parks and recreation, and street maintenance. Local schools are operated by the Menasha School District.

Public utilities to the proposed project site are provided as follows and were all installed with the completion of the Southfield West subdivision:

Sanitary Sewer:	Waverly Sanitary District under contract with city
Stormwater System:	City of Menasha
Water:	Waverly Sanitary District under contract with the city
Electricity:	Menasha Utilities
Gas:	WE Energies

Alternative 1. Under the no action alternative, no impacts to public utilities are anticipated; however the provision of emergency services would be negatively affected. Since Station 36 would maintain its current location, emergency response times would continue to be inadequate and probably decline as city growth continues in the eastern portion of the city.

Alternative 2. All streets and utilities serving the subject parcel were installed as part of the Southfield West subdivision. This work was completed in 2006-2007. Province

Terrace was paved in 2008. Water and sewer connection permits will be required from the Waverly Sanitary District. On site utility extensions will include the following:

- Sanitary sewer lateral extension 31' long, 10' deep, 3'wide
- Water service extension 60' long, 6.5'deep, 3'wide

The project will not impact or interrupt public services in the project area. The new fire station will result in enhanced emergency services for the whole community. No street closures or impacts to emergency services are anticipated in the short term. During construction, provision of emergency services would be maintained at the existing Station 36.

Alternative 3. Repairing the existing facility would have no impact to public utilities; beyond that energy efficiency improvements would reduce the building's energy needs. As with Alternative 1, maintaining the facility's current location would perpetuate inadequate emergency response times potentially leading to a negative impact as city growth continues in the eastern portion of the city.

3.4.5 Traffic and Circulation

Streets and public right-of-way are maintained by the City of Menasha Department of Public Works. The proposed project is located at the intersection of Manitowoc Road and Province Terrace. The nearest intersections are Oneida Street and Manitowoc Road to the west, Jennie Street and Province Terrace to the north, Manitowoc Road and Fieldview Drive to the east, and Manitowoc and Jeffrey Drive to the south.

Manitowoc Road is a single lane collector street with traffic counts of approximately 3,100 vehicles per day. Province Terrace is a single lane street with traffic counts estimated at approximately 250 vehicles per day based on comparable streets within the city. The nearby intersection of Oneida Street and Manitowoc Road is approximately 140 feet to the west; Oneida is a two lane principal arterial, with traffic counts at 14,100 vehicles per day to the south of the intersection and 15,900 vehicles per day to the north. Please see Appendix E for supporting documentation for this section.

Area public transportation is provided by Valley Transit, owned and operated by the City of Appleton and serving four cities, three towns, and two villages. There are no bus stops within a half-mile radius of the proposed project site. The existing fire station is on a main bus route connecting the cities of Appleton, Neenah, and Menasha. The need for public transportation access to the proposed project site is minimal.

Alternative 1. No impacts to traffic and circulation are anticipated with the no action alternative at the existing site. No impacts would occur at the proposed site; however, this property will eventually develop as a commercial use with possibly higher traffic volume than the fire station would create depending on use.

Alternative 2. Short term impacts to traffic and circulation would occur due to construction activities at the site. Additional vehicles would include contractor trucks, back hoes, end-loaders, track crawlers, and dump trucks. No road closures or traffic detours will be required for the project as all construction will take place on site. It is not anticipated that construction traffic will have an adverse impact on the surrounding area.

Vehicle traffic will enter and exit the site from access points on Manitowoc Road from the front and Province Terrace at the rear of the building. Street Excavation Permits will be required for installation of the driveway aprons.

There will be minimal long-term impacts to traffic and circulation with construction of the new station. Increases in traffic will be due to emergency response calls and daily operations. Fire Station 36 personnel respond to the following number of emergency calls per year:

2006: 303
2007: 313
2008: 294
2009: 280

In addition to emergency response trips, the fire station generates daily trips comparable to a small commercial office with four employees.

Alternative 3. Minimal, short-term impacts to traffic and circulation would occur at the current site if the existing station is repaired. This would consist of contractor vehicles and trucks due to small-scale construction activities such as roof and HVAC replacement, electrical work, etc. No long term impacts to traffic and circulation would occur with this option.

3.4.6 Environmental Justice

EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low- Income Populations) mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. Socioeconomic and demographic data for the project area were analyzed to determine if a disproportionate number of minority or low-income persons have the potential to be adversely affected by the proposed project.

The U.S. Census Bureau data for Menasha, Wisconsin states that 94.8% of the population is white, .5% Black, .6 American Indian or Alaska Native, 1.6% Asian, 1.4% some other race, and 1% two or more races. Median household income (1999 dollars) was $47,401, per capita income is $20,742. Census data also reports that 5.4% of families and 6.4% of individuals live below the poverty level. No concentration of minority or low income populations were identified near the existing or proposed project site.

Alternative 1. The no action alternative would not have disproportionately adverse environmental effects on minority and low-income populations relative to the community at large; however, no action would have a negative impact on all populations because emergency response times would remain substandard and possibly decline.

Alternative 2. The proposed project will not have disproportionately adverse environmental effects on minority and low-income populations relative to the community at large. Relocating the fire station will improve response times for the community at large.

Alternative 3. Repairing the existing fire station would not have disproportionately adverse environmental effects on minority and low-income populations relative to the community at large; however, this option would have a negative impact on all populations because emergency response times would remain substandard and possibly decline.

3.4.7 Safety and Security

To minimize risks to safety and human health, all construction activities would be performed using qualified personnel trained in the proper use of the appropriate equipment including all appropriate safety precautions. Additionally, all activities would be conducted in a safe manner in accordance with the standards specified in Occupational Safety and Health Act (OSHA) regulations.

Alternative 1. Under the no action alternative, facility deficiencies and inadequate emergency response times would be perpetuated, with the potential for declining response times as city growth to the east continues. If an emergency event were to occur, area residents would continue to be served by the existing Station 36.

Alternative 2. Under the proposed action alternative, construction of a new fire station will provide increased protection for area residents during emergency events due to reduced response times. Current emergency response times from the current station to the Calumet County portion of the city are in excess of 13 minutes with an average of just over 9 minutes. Records show that non-emergency response times average 14 minutes or about 64% more time than emergency responses. Relocation of station 36 to the proposed site will shorten response time dramatically to an estimated 4.5 minutes emergency and 7 minutes for non-emergency. It is expected that the station will be able to meet NFPA 1710, Chapter 4 standards for a career department in the area of response times from the proposed site. Additionally, relocation will not jeopardize response time beyond NFPA standards to the area from which the station would relocate.

Construction activities would present occupational safety risks to those performing the activities. Access to the site would be restricted to protect the public and to minimize risks to safety and human health. The appropriate signage and barriers would be in place

prior to construction activities to alert pedestrians and motorists of project activities. There would be no disproportionate health and safety risks to children.

Alternative 3. Repair of the existing facility would address building deficiencies and associated safety and security risks, however inadequate emergency response times would be perpetuated, with the potential for declining response times as city growth continue to the east. Repair and construction activities would present occupational safety risks to those performing the activities. Access to the site would be restricted to protect the public and to minimize risks to safety and human health. The appropriate signage and barriers would be in place prior to construction activities to alert pedestrians and motorists of project activities. There would be no disproportionate health and safety risks to children.

3.5 HISTORIC AND CULTURAL RESOURCES

In addition to review under NEPA, consideration of effects to historic properties is mandated under Section 106 of the National Historic Preservation Act (NHPA), as amended, and implemented by 36 CFR Part 800. Requirements include identification of significant historic properties that may be affected by the Proposed Action. Historic properties are defined as archaeological sites, standing structures, or other historic resources listed in or eligible for listing in the National Register of Historic Places (NRHP) (36 CFR 60.4).

As defined in 36 CFR Part 800.16(d), the Area of Potential Effect (APE), "is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist." In addition to identifying historic properties that may exist in the proposed project's APE, FEMA must also determine, in consultation with the appropriate State Historic Preservation Officer (SHPO)/Tribal Historic Preservation Officer (THPO), what effect, if any, the action will have on historic properties. Moreover, if the project would have an adverse effect on these properties, FEMA must consult with SHPO/THPO on ways to avoid, minimize, or mitigate the adverse effect.

The City of Menasha has conducted two historical and architectural resource surveys of the city; the first was completed between 1984 and 1986 and then an updated survey was recently completed in 2009. According to the city's survey and the online Wisconsin National Register of Historic Places,[2] there are no historically significant, potentially significant, or listed historic properties or districts near the existing or proposed stations. Please see Appendix C for supporting documentation relating to this section.

Alternative 1. There are no historically significant, potentially significant, or listed historic properties or districts in the City of Menasha north of Ninth Street in the area where the current fire station is located. No impacts to historic or cultural resources would occur with the no action alternative.

[2] http://www.wisconsinhistory.org/hp/register

Alternative 2. There are no historically significant, potentially significant, or listed historic properties or districts or in the Calumet County portion of the city where the new station is proposed. No impacts to historic or cultural resources would occur with construction of the new fire station.

During construction, ground disturbing activities would be monitored. Should human skeletal remains or historic or archaeological materials be discovered during construction, all ground-disturbing activities on the project site would cease and the coroner's office (in the case of human remains), FEMA, and the Wisconsin Historical Society would be notified.

Alternative 3. There are no historically significant, potentially significant, or listed historic properties or districts in the City of Menasha north of Ninth Street in the area where the current fire station is located. Repairing and renovating the existing facility would not result in changes to the exterior beyond roof repair; the building footprint and use of the property would remain the same. Improvements to the existing fire station would not impact any historic or cultural resources.

3.5.1 Historic Structures

The larger project area was formerly used as farmland, but has been developed as a mixed-use urbanized area in the City of Menasha. There are no structures located on the project site. Residential areas of relatively recent construction are located one block to the west of the site and approximately ¼ mile northeast. A search of National Register properties in Calumet and nearby Winnebago County shows the closest listed properties about three miles southwest of the project site in Menasha and Neenah. A review of the properties listed in the Wisconsin Architecture & History Inventory also show properties three to five miles away in central Menasha and also in Neenah.

Due to the lack of historic resources within and near the project site, a single APE is defined for this project, being identical to the boundaries of the project site. FEMA determined that no historic properties are affected by this undertaking and notified the Wisconsin Historic Preservation Office of this determination in a letter dated February 18, 2010. The State Historic Preservation Office concurred with this determination on March 10, 2010. Please see Appendix C for supporting documentation relating to this section.

Alternative 1. The no action alternative would not have any impact on historic structures.

Alternative 2 FEMA determined that no historic properties are affected by this undertaking and notified the Wisconsin Historic Preservation Office of this determination in a letter dated February 18, 2010. The State Historic Preservation Office concurred with this determination on March 10, 2010.

Alternative 3. Repair of the existing facility would have no impact on historic structures.

3.5.2 Archaeological Resources

The APE was formerly undeveloped and/or utilized as farmland. This area was annexed into the City of Menasha for development as residential and commercial uses. Streets and utilities serving the subject parcel were installed as part of the Southfield West subdivision, completed in 2006-2007. There is no known sites of historic or archaeological significance within the project site or surrounding area. Please see Appendix C for supporting documentation relating to this section.

Alternative 1. Under the no action alternative, there would be no impact to archaeological resources.

Alternative 2. FEMA determined that no historic properties are affected by this undertaking and notified the Wisconsin Historic Preservation Office of this determination in a letter dated February 18, 2010. The State Historic Preservation Office concurred with this determination on March 10, 2010.

Alternative 3. Repair of the existing facility would have no impact on archaeological resources as there would be no expansion of the facility footprint and no ground disturbing activities.

3.5.3 Tribal Coordination and Religious Sites

On November 6, 2000, President Clinton signed Executive Order (EO) 13175, titled Consultation and Coordination with Indian Tribal Governments. The EO directs federal agencies, "to establish regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies that have tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes."

On February 18, 2010, requests for evaluation of the presence or absence of known archaeological and Indian Religious sites within the proposed project areas were submitted by FEMA to the Oneida Tribe of Indians of Wisconsin, the Ho-Chunk Nation, and the Stockbridge-Munsee Community Band of Mohican Indians to determine if they have an interest in projects located in Calumet County, Wisconsin. To date, no Tribes have commented on the proposed project. Please see Appendix C for supporting documentation relating to this section.

3.6 COMPARISON OF ALTERNATIVES

Section	Alternative 1	Alternative 2	Alternative 3
Geology, Seismicity, & Soils	None	None	None
Water Resources & Water Quality	None	Increased stormwater runoff handled with stormwater retention pond that meets NR151 performance standards and the city's MS4 Permit requirements.	None
Floodplain Management	None	None	None
Air Quality	Potential for carbon monoxide air quality problems relating to the HVAC system within the existing fire station would be perpetuated.	Short term impact during construction; To mitigate dust, construction areas will be wet down as needed. To mitigate emissions, fuel-burning equipment run times would be kept to a minimum and properly maintained.	Asbestos removal; to mitigate impacts, removal would be conducted by licensed abatement contractor in compliance with all state and federal laws. Short term impact during construction; To mitigate dust, construction areas will be wet down as needed. To mitigate emissions, fuel-burning equipment run times would be kept to a minimum and properly maintained.
Coastal Zone Management	NA	NA	NA
Coastal Barriers Resources	NA	NA	NA
Terrestrial & Aquatic Environment	None	None	None
Wetlands	None	None	None
Threatened & Endangered Species	None	None	None
Hazardous Materials	None	None	Asbestos, HVAC, and related equipment removal; Components that contain potentially hazardous materials such as light bulbs, ballasts, batteries, electronic equipment, etc. would be disposed of with a

			licensed vendor. Any hazardous wastes such as heavy metals or asbestos would be abated through contracting with a licensed abatement contractor.
Zoning & Land Use	None	None	None
Visual Resources	None	None	None
Noise	None	Temporary construction noise; construction activities would be restricted to normal business hours. Equipment and machinery utilized at the site would meet all local, state, and federal noise regulations.	Temporary construction noise; construction activities would be restricted to normal business hours. Equipment and machinery utilized at the site would meet all local, state, and federal noise regulations.
Public Services & Utilities	Potential for decline in emergency response times	Improvement in emergency response times.	Potential for decline in emergency response times
Traffic & Circulation	None	Temporary construction traffic increase; minor traffic increase due to NMFR vehicles.	None
Environmental Justice	None	None	None
Safety & Security	Potential for decline in emergency response times	Improvement in emergency response times.	Potential for decline in emergency response times
Historic & Cultural Resources	None	None	None
Historic Structures	None	None	None
Archaeological Resources	None	None	None
Tribal Coordination & Religious Sites	None	None	None

SECTION FOUR: CUMULATIVE IMPACTS

According to CEQ regulations, cumulative impacts represent the "impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7)." In accordance with NEPA and to the extent reasonable and practical, this EA considered the combined effect of the Proposed Action Alternative and other actions occurring or proposed in the vicinity of the proposed project site. No proposed or occurring actions by others were identified in the vicinity of the proposed project site; therefore, no cumulative impacts are anticipated.

SECTION FIVE: PUBLIC PARTICIPATION

Date	Media	Action Taken
9/30/2003	Administration Committee/Common Council	Memorandum from Greg Keil regarding purchase of Kaster Property for potential future fire station. Proposed as part of TIF #9
2/8/2005	Post Cresent	Article in the paper titles "Fire response key to shifting station"
2/21/2005	Common Council	Resolution No. R-46-05, Introduced
3/7/2005	Common Council	Approved a Project Manager Contract with Miron Construction
4/28/2005	Banta Corporation	Letter sent to Banta Corp asking their support for the station relocation
4/29/2005	Banta Corporation	Called received from Frank Rudolph V.P., No concern with us moving the fire station. Would not stand in our way.
5/2/2005	Common Council	Approval for Martenson & Eisele as architects 6-0 vote
9/20/2005	Plan Commission	Site Plan Review - Approved
10/4/2005	Plan Commission	Station plan approval with type 3 lighting
10/17/2005	Common Council	Approval of planning commission recommendations
11/21/2005	City of Menasha	City of Menasha approves finance on a 20 year note.
2/17/2006	WI Dept. of Commerce	Registration of Commercial Building Site Erosion Control Notice of Intent
7/10/2009	Grant Application	Application was due for ARRA Assistance to Firefighters Fire Station Construction Grant
9/25/2009	Grant Award	Fire Station Construction Grant official notice of award was received
10/3/2009	Neenah-Menasha News Record	Article in paper "Menasha gets fire station grant"
10/3/2009	Post Crescent	Article in paper "Neenah-Menasha Fire Rescue gets federal stimulus money to build new station
10/6/2009	Memo to Council and Mayor	A memo was sent from Dan Schultz to Menasha to request support of the new fire station 36 project from FEMA.
10/19/2009	Common Council	Dan Schultz presented to the council the fire station grant award, and requested their approval to accept.
10/27/2009	Finance & Personnel Committee Meeting	Vote to accept the FEMA funding for the construction of a new fire station in Menasha - All voted aye.
11/2/2009	Common Council	Council voted to approve the Finance and Personnel recommendation to accept the FEMA grant for the station.

SECTION SIX: MITIGATION MEASURES AND PERMITS

In accordance with applicable local, state, and federal regulations, the applicant is responsible for acquiring any necessary permits prior to commencing construction at the proposed project site. The following permits and approvals will be required prior to construction:

- Street excavation permit from City of Menasha
- Building plan approval from the State of Wisconsin Department of Commerce
- Building permit from the City of Menasha
- Erosion control permit from the City of Menasha
- Stormwater management permit from the City of Menasha
- Water and Sewer Connection Permits from the Waverly Sanitary District

SECTION SEVEN: CONSULTATIONS AND REFERENCES

The following agencies and organizations were consulted or were contacted to request project review during the preparation of this EA. Responses received to date are included in Appendix C.

- City of Menasha Community Development Department
- City of Menasha Public Works Department
- East Central Wisconsin Regional Planning Commission
- Federal Emergency Management Agency
- Ho-Chunk Nation
- USDA Natural Resources Conservation Service
- Oneida Tribe of Indians of Wisconsin
- Stockbridge-Munsee Community Band of Mohican Indians
- Wisconsin Department of Natural Resources
- Wisconsin Historical Society, Office of Preservation Planning
- Wisconsin Historical Society, State Historic Preservation Office

SECTION EIGHT: LIST OF PREPARERS

This document was prepared by City of Menasha Community Development Department staff, consisting of Amy Kester, Associate Planner and Greg Keil, Director of Community Development.